

Claims.

- 5 1. Improved semi-trailer which mainly consists of a chassis (14) with at least two supporting longitudinal runners (15), connected to each other by means of cross connections (16-17-18), and two or several single or double wheels (4) carrying the
10 chassis (14), characterised in that the longitudinal runners (15) are situated on the side edges of the chassis (14) at a distance from each other which is larger than the distance between the wheels (4), and whereby every wheel (4) is fixed independently of the
15 other wheels (4) on the chassis (14) by means of two parallel supporting arms (32-33) which can hinge at their far ends.
- 20 2. Improved semi-trailer according to claim 1, characterised in that each above-mentioned longitudinal runner (15) on the side edge of the chassis (14) is formed of a profile (19) which is provided with a reinforcement in the shape of a box-like construction (20) over a certain length.
- 25 3. Improved semi-trailer according to claim 2, characterised in that the above-mentioned box-like construction (20) mainly extends between the wheels (4) and the journal (21) of the semi-trailer (13).
- 30 4. Improved semi-trailer according to claim 3, characterised in that the above-mentioned box-like construction (20) extends downward in relation to the above-mentioned I-profile (19).

5. Improved semi-trailer according to claim 1, characterised in that the above-mentioned supporting arms (32-33) are provided in pairs on the chassis (14), on top of each other and at a distance from each other.
6. Improved semi-trailer according to claim 5, characterised in that the supporting arms (32-33) are hinge-mounted on one or several longitudinally directed supports (24) which are part of the chassis (14).
7. Improved semi-trailer according to claim 6, characterised in that the above-mentioned support is formed of two longitudinal profiles (25-26) situated at different heights, fixed on the above-mentioned cross connections (18).
8. Improved semi-trailer according to claim 6 or 7, characterised in that every supporting arm (32-33) is mainly formed of three hinge joints (35-39) which are connected to each other by means of two rods (40) in a triangular bracing.
9. Improved semi-trailer according to claim 7, characterised in that one or several of the above-mentioned cross connections (17-18) have a concave shape.
10. Improved semi-trailer according to claim 9, characterised in that the above-mentioned cross connections (17-18) are formed of a box-like construction.

11. Improved semi-trailer according to claim 9, characterised in that the above-mentioned cross connections (17-18) are formed of a predominantly sickle-shaped I-profile (55).

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12. Improved semi-trailer according to claim 6, characterised in that in the case of semi-trailers (13) with several axles, a cross connection (18) is provided at least between each pair of adjacent wheel axles upon which the above-mentioned central support for the supporting arms (32-33) is fixed.

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13. Improved semi-trailer according to claim 1, characterised in that it is provided with a loading floor whose edge profiles are formed of the above-mentioned longitudinal runners (15) on the side edges of the chassis (14).

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14. Improved semi-trailer according to claim 1, characterised in that it is provided with what are called twist-lock couplings (58) for fastening a container, which couplings (58) are provided on the supporting longitudinal runners (15) on the side edges of the chassis (14).

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Replaced by Art 14